

**CITY OF SALISBURY'S
PLANS FOR SERVICES REPORT
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EXHIBITS:

Exhibit A - Map of Proposed Annexation Area

Exhibit B - Map Showing the Present Major Trunk Water Mains and the
Proposed Extensions of Such Mains for the Proposed Annexation Area

Exhibit C - Map Showing the Present Sewer Interceptors and Outfalls and
the Proposed Extensions of Such Outfalls for the Proposed Annexation Area

INTRODUCTION

The City of Salisbury is exploring the feasibility of annexing an area adjacent to Statesville Boulevard in the vicinity of Sycamore Road and Majolica Road. The attached map portrays the City's present and proposed boundaries in this area.

Annexation is the procedure whereby the corporate limits of a municipality are extended to encompass additional land that, as identified by the applicable statutes, is "urban in character."

The objectives of this study are threefold:

1. To survey the area to determine if it meets the statutory standards for annexation.
2. To analyze the area from a cost-revenue standpoint [i.e., to compare the costs of providing municipal services (including necessary capital investments) with the projected revenues that the City would receive if the area was annexed.]
3. To provide the City with the necessary information to implement an orderly program of annexation.

This report analyzes the feasibility of annexing the area in question. The method of annexation studied was the "standards and services" method. Under this form of annexation, the area must conform to specific statutory requirements. This study has determined that the area meets these requirements, that the necessary provision of services to the areas will be provided, and that the City of Salisbury can annex the area in full accordance with all applicable statutory requirements.

SECTION 1. DETERMINATION OF ANNEXATION ELIGIBILITY

An analysis of the proposed annexation area was conducted. The first step taken was an existing land use survey of the area being considered. The land use survey of the area was originally conducted by representatives from the City of Salisbury. The survey was originally conducted during the summer of 2001 by Patrick Kennerly and Aaron Arnett and updated by Mr. Kennerly in November 2001 and January 2002 using the most up-to-date Rowan County tax maps. Mr. Arnett and Mr. Kennerly recorded, on a lot-by-lot basis, all existing uses of land as seen from an automobile. This data was later correlated with tax information provided by Rowan County. The results of the survey are shown on Exhibit A..

The area proposed for annexation contains a total of 483 parcels. Of these, three parcels qualify for annexation under the provisions of G.S. 160A-48(d) (hereinafter referred to as the "Subsection D" area). These provisions are discussed in greater detail below. The remaining 480 parcels qualify for annexation under the provisions of G.S. 160A-48(c) ("Subsection C").

SUBSECTION C LOTS

With regard to the 480 Subsection C lots, 389 are developed (81%). Of this total, there are 19 commercially developed lots, two institutional lots, one industrial lot and 367 residentially developed lots. Lots were only considered as being residentially developed if they contained a habitable dwelling unit and were five acres or less in area.

There are 91 undeveloped lots. Lots were considered undeveloped if they had no principal structures on them, or contained a house under construction at the time of the most recent land use survey update, or exceeded five acres in area.

For the purpose of this annexation, two lots in the area (one commercial and one industrial) were split, per 160A-48(c)(3), to separate the undeveloped portion of the lot from the portion of the lot actually containing a commercial or industrial use. Each of these two resulting lots were considered for purposes of this study as being undeveloped.

SUBSECTION D LOTS

As alluded to above, the City, by having a population greater than 5,000 according to the 2000 Census (26,462), is eligible to annex Subsection D areas, which are defined for this annexation as territory lying between the municipal boundary and an area developed for urban purposes. There exists three such Subsection D parcels in the annexation area with a total area of 55.31 acres.

The following information depicts how the annexation area meets the qualifications contained in G.S. 160A-48.

ANNEXATION QUALIFICATIONS- ENTIRE ANNEXATION AREA

- A. The area proposed for annexation qualifies for annexation based on the satisfaction of the following requirements, as outlined in G.S. 160A-48(b):

REQUIREMENT: The area was adjacent and contiguous to the municipal boundaries, as defined by G.S. 160A-48, at the time annexation proceedings began.

FINDING: The area was adjacent and contiguous to the Salisbury corporate limits at the time annexation proceedings began.

REQUIREMENT: At least one-eighth (12.5 percent) of the aggregate external boundary line of the area to be annexed abuts the City's primary corporate limits.

FINDING: The aggregate external boundary line of the area to be annexed is 28,263.2 linear feet, of which 6,887.6 linear feet, or 24.4 percent, abuts the existing primary corporate limits of the City of Salisbury. This computation was made using lot information provided by Rowan County and Centralina COG's ArcInfo GIS system.

REQUIREMENT: No part of the area to be annexed is included within the boundary of another incorporated municipality.

FINDING: No part of the area to be annexed is included within the boundary of another incorporated municipality.

- B. The area proposed for annexation qualifies for annexation based on the satisfaction of the following requirements, as outlined in G.S. 160A-48(e):

REQUIREMENT: In fixing new municipal boundaries, a municipal governing board shall use recorded property lines and streets as boundaries.

FINDING: The proposed annexation incorporates recorded property lines and streets as the external municipal boundary.

ANNEXATION QUALIFICATIONS- AREA DEVELOPED FOR URBAN PURPOSES

A portion of the area depicted on Exhibit A (with each such lot in said area classified by its annexation land use development status) is developed for urban purposes per G.S. 160A-48(c)(3) in the following manner:

REQUIREMENT: At least sixty (60) percent of the total number of lots and tracts are used for residential, commercial, industrial, institutional or governmental purposes.

FINDING: A survey of the area determined the following:

| DEVELOPMENT STATUS | parcels |
|---------------------------|----------------|
| Residential | 367 |
| Commercial | 19 |
| Institutional | 2 |
| Industrial | 1 |
| Governmental | 0 |
| Undeveloped | 91 |
| Total Parcels | 480 |

Of the 480 lots in the proposed annexation area, 389 or 81.0 percent were used for such purposes.

REQUIREMENT: At least sixty (60) percent of the total of residential and undeveloped acreage consists of lots and tracts three acres or less in size.

FINDING: The total residential and undeveloped acreage, excluding streets and street right-of-ways, is 448.25 acres. Of this total, 289.614 acres or 64.6% was in lots and tracts three acres or less in size. This computation was made by use of the most up-to-date tax maps and data of the area furnished by Rowan County for determination of lot boundaries and aggregate acreages.

ANNEXATION QUALIFICATIONS- SUBSECTION “D” AREAS

The lots depicted on Exhibit A as a “Subsection D” meets the requirements of G.S. 160A-48(d) and (d)(2) in the following manner:

REQUIREMENT: The area is adjacent on at least sixty percent of its external boundary to any combination of the municipal boundary and the boundary of an area or areas developed for urban purposes as defined in Subsection (c).

FINDING: The proposed “Subsection D” area has an aggregate external boundary of 6,516.8 linear feet, of which 4,482.2 linear feet or 68.8% is contiguous with the corporate limits of Salisbury and/or the area developed for urban purposes as depicted on Exhibit A.

REQUIREMENT: The combined acreage of all Subsection D areas shall not exceed twenty-five percent (25%) of the total area to be annexed.

FINDING: The total acreage of the Section D area is 55.31 acres. The total area contained within the annexation is 502.45 acres. Thus, the Subsection D area constitutes 11.0% of the entire annexation area.

SECTION II. PLAN FOR EXTENSION OF SERVICES INTO THE ANNEXATION AREA

Fire Protection

The City of Salisbury Fire Department provides the residents of Salisbury with an appropriate level of fire protection and fire suppression services, and maintains standards consistent with the recommended requirements of the Insurance Service Organization (ISO). The City of Salisbury, at the present time, is served by three fire stations.

Salisbury Fire Department provides fire protection and rescue services. These include structural and non-structural fire suppression, critical medical emergency response, fire prevention and inspection services, a fire investigation task force, rescue services related to confined spaces, auto accidents and cave-ins, and a hazardous materials emergencies team. Municipal fire department response to structural fires consists of six (6) emergency vehicles.

The firefighters of Salisbury maintain an appropriate level of qualification. These include Firefighter Certification, Hazardous Material Technician Certifications, Emergency Medical Technician Certification, Technical Rescue Certifications, Inspector Certifications, Investigator Certifications, and Fire Instructor Certification.

The City of Salisbury Fire Department will be able to provide sufficient water supplies to the annexation area prior to the installation of fire hydrants. The plan to provide sufficient water to the annexation area, without fire hydrants, will be substantially the same as similar areas within the current City limits (i.e., Interstate I-85).

Salisbury's City Fire Department has a tanker truck with a 2600-gallon capacity. City fire engines also contain 500 gallons each, and the ladder truck carries 200 gallons. This provides a total of 3,800 gallons of water to each first alarm fire.

The annexation area presently has fire hydrants installed, although hydrant spacing is not yet standard. The fire department carries over 4000 feet of 5" Large Diameter Hose (LDH) that can provide over 1000 gallons per minute (gpm) if a sustained water supply is needed. Also, the Fire Department utilizes a Hose Tender, a truck loaded with 2500 feet of LDH, to provide another half mile of hose if necessary. Thereby, the fire department can establish a sustained water supply of over 1000 gpm, more than 1.5 miles from a fire hydrant. This 1.5 mile area from a hydrant covers every large building in the annexation area. Typically, residential dwelling fires will not require this volume of water supply.

In all City fire response zones, the Fire Department has provided for back-up tanker assistance through the Rowan County Fire Department Mutual Aid contract. Salisbury Fire Department has placed in the Computer Aided Dispatch (CAD) system a plan to provide several tanker trucks from the volunteer fire departments to assist and provide ample water supplies should the hydrant system fail.

Fire Station #51

This station is headquarters for the Fire Chief, Assistant Chief, clerical support staff, Loss Prevention/Investigation personnel, Training Officer, Projects Analyst and the Logistics Officer. Its territory covers the central district and the eastern section of the city. This area includes four shopping centers, many other commercial establishments and newly annexed area, in addition to assisting Stations 52 and 53 on all first alarm incidents. A drill tower and drafting pit used for training purposes are located behind this station. The tower is also used periodically for training exercises by volunteer fire departments and Rowan-Cabarrus Community College. Three Battalion Chiefs, six Captains and eighteen Firefighters are assigned to the Fire Control Division at Station 51. The following equipment is located at this station:

- 1991 Ford Staff Car- Administration
- 2001 Ford Staff Car- Administration
- 1991 Ford Pick-up- Administration-Logistics
- 1991 Ford Staff Car- Loss Prevention
- 1995 Ford Aerostar Van- Loss Prevention/ Inspections/ Investigations
- 1997 Ford Aerostar Van- Loss Prevention/ Inspections/ Investigations
- 1997 Ford Aerostar Van- Loss Prevention/ Inspections/ Investigations
- 1991 Ford Taurus Staff car- Minimum Housing
- 1997 Emergency One 1500 GPM Pumper
- 2000 Emergency One 1500 GPM, 95 ft. Platform/ Aerial Ladder Truck
- 2000 Ford Expedition- Command Vehicle
- 1993 Ford Rescue Body- Rescue & Hazmat
- 1978 GMC Step Van- Command Post/Special Services
- 1966 American LaFrance- 85 Ft. Ladder Truck- Reserve
- 1985 Ford Pick-Up- Training
- 1995 Ford Staff Car- Training

Disaster Services Unit- Electrical Generator with Flood Lights
High Expansion Foam Generator- 37,500 CFM

Fire Station #52

Station 52 was constructed in 1980 and serves the Southwest sections of the City. This station serves residential property, numerous industries and businesses, Livingstone College, Salisbury High School and areas annexed in 1993.

Three Captains and twelve Firefighters are assigned to this station along with the following fire apparatus:

- 1988 - Emergency One 1500 GPM Pumper
- 1988 - Mack 1,000 GPM - 2,600 Gallon Tanker
- 1961 - American LaFrance 1,000 GPM Pumper (Reserve)

Fire Station #53

This station, built in 1956 to protect the Northwest section of the City, covers mostly residential territory. There are, however, several public facilities with high concentrations of people and commercial establishments. The following establishments are included in this area: Salisbury Mall, Marketplace Shopping Center, a middle school, several elementary schools, Catawba College, two hospitals, two rest homes and one nursing home. Three Captains and nine Firefighters are assigned to this station, along with the following fire apparatus:

1988 - Emergency One 1500 GPM Pumper (Reserve)

1998 - Emergency One 1500 GPM, 75-ft. aerial quint.

Station No. 53 will be the primary station to serve the annexation area. Additional fire protection services are available to the annexation area from Station No. 51 and from Station No. 52. Fire protection to the area will be provided by the City on substantially the same basis and in the same manner as such services are provided within the rest of the City prior to annexation and with response times substantially the same as those within the existing City.

The primary travel route to the annexation area includes Statesville Boulevard, Highway 70, and Jake Alexander Boulevard. All of these are high traffic density roadways and will facilitate efficient emergency vehicle response.

Private Entities Rendering Rural Services

The Franklin Township Fire Department (VFD) presently serves the annexation area, thus the requirements of G.S. 160A-49.1 and /or 49.2 apply. The City of Salisbury has, as per General Statute 160A-47(4) contacted the Volunteer Fire Department. The City, accordingly, will negotiate a contract for fire protection service in the annexation area per the aforementioned general statute.

Regarding statutory compensation, the most costly option for the City would likely be for the City to take over full fire response service in the proposed annexation area. If the City enters into a contract with the VFD for such an arrangement, NCGS 160A-49.1 states that compensation shall be paid annually, for the term of the contract, and shall be determined by multiplying the tax rate of the VFD (at the time of adoption of the resolution of intent) by the assessed valuation of the annexation area. Said statute also states that the contract period shall be for five years. The City will thus incur additional gas, oil, and vehicle maintenance to provide fire protection to the proposed annexation area. These additional costs will be financed from current and anticipated General Fund revenues.

The annexation area has an aggregate assessed value (of both real property and vehicles) of \$54,566,287. The VFD's tax rate is \$0.025 per \$100 of valuation. Thus, the annual fire tax revenues generated within the annexation area are estimated to be \$13,642. The City estimates that it will spend approximately \$283 per year to assist in fighting fires in the annexation area. Thus, the Year 1 costs for fire protection service is estimated to be \$13,925.

Estimated Costs of Fire Protection

| | Start-up | Year 1 |
|--|----------|------------------|
| Contract with volunteer fire departments | - | \$ 13,642 |
| Additional vehicle costs | - | 283 |
| Estimated Total | - | \$ 13,925 |

In accordance with G.S. 160A-49.2, the City will pay off a proportionate share of the Volunteer Fire Departments' debt existing at the time of the adoption of the Resolution of Intent following the expiration of said contract (if applicable.)

Police Protection

The primary consideration for the Police Department regarding the City's proposed annexation is to provide services to the new City residents at the same level that the present citizens are receiving police services. A secondary requirement is the equipment necessary to outfit each officer and the training required to be provided to each officer. This report assesses and calculates the patrol needs Citywide while determining needs for the proposed annexed area. The assessment is based on the new patrol plan used by the Police Department.

To determine proper staffing needs, the Salisbury Police Department uses a Patrol Plan Study. The Department uses this study to determine the number of officers needed for the proposed area to provide the level of service needed to provide safety to the citizens and reduce the crime rate in the City. The Patrol Plan Study addresses such critical issues as:

1. Patrol staffing needs to fit peaks and valleys in workload to use staff time efficiently and provide a consistent level of service to the public.
2. Time away from calls for service at peak workload periods to deal with problems in the neighborhoods. (proactive time)
3. Call for service management must promote ownership of geographic areas and the problems within them

Other variables used in the Study are:

1. Preferred response time;
2. Population;
3. Calls for service;
4. Geographical size;
5. Land use.
6. Regular days off;
7. Holidays;
8. Annual Leave
9. Sick leave; and
10. Training time.

Other factors, such as military leave, leave due to injuries and worker's compensation, out of town assignments, and disciplinary leave, detract from productive patrol time and can be added in with those items listed above. The availability factor is determined by using the maximum amount of time that personnel would be permitted to be absent from patrol duty.

The Police Department presently has 46 patrol officers. Using this Study and Year 2000 statistics, the department required 48 officers to provide services at the City's preferred level. This service level includes a response time of six minutes for emergency calls, 15 minutes for urgent calls and 30 minutes for non-emergency calls. Uncommitted time allowed is a minimum of 40% proactive time for each unit with a minimum of two units free (not counting supervisors) in each district to provide officer safety. The preferred level of service also requires that an average of 10% of the time, all units would be busy.

In order to provide the standard level of service provided elsewhere in Salisbury, the City will need to hire two additional patrol officers as a result of this annexation. In addition, a fully equipped patrol vehicle will be needed for each of the two new officers.

The annual cost associated with salary and fringe benefits for each officer is \$38,951. Annual operating costs per officer (uniforms, equipment, training, etc.) are estimated to be \$5,623; total annual costs per officer are estimated to be \$44,574. Total annual costs for the two officers are estimated to be \$89,148.

One-time only start-up costs per officer (uniforms, training, and professional services) are estimated to be \$3,982. The cost of a fully equipped police vehicle, weapon and radios is \$32,065. Thus, the total start-up costs for the two officers is estimated to be \$72,094 [(\$3,982 + \$32,065) X 2]. These costs are summarized in the following table.

Estimated Costs of Police Protection

| | Start-up/ Officer | Year 1/ Officer | Costs for Two Officers | |
|-------------------------------|----------------------|--------------------|------------------------|------------------|
| | | | Start-up | Year 1 |
| **Total Salary/Fringes | | \$ 38,951 | | \$ 77,902 |
| **Operations | | | | |
| Uniform/Equipment | \$ 2,789 | \$ 450 | \$ 5,578 | \$ 900 |
| Department Supplies | - | 70 | - | 140 |
| Gas & Oil | - | 1,200 | - | 2,400 |
| Armory Supplies | - | 154 | - | 308 |
| Professional Services | 830 | - | 1,660 | - |
| Maintenance-Auto | - | 754 | - | 1,508 |
| Training | 363 | 363 | 726 | 726 |
| Vehicle Insurance | - | 432 | - | 864 |
| Vehicle Replacement | - | 2,200 | - | 4,400 |
| **Total Operations | \$ 3,982 | \$ 5,623 | \$ 7,964 | \$ 11,246 |
| **Capital Outlay | | | | |
| Vehicle with Light Bar | \$ 22,000 | - | \$ 44,000 | - |
| Vehicle Equipment | \$ 1,416 | - | 2,832 | - |
| Restraint Cage | 500 | - | 1,000 | - |
| Weapon | 966 | - | 1,932 | - |
| Mobile & Portable Radios | 7,183 | - | 14,366 | - |
| **Total Capital Outlay | 32,065 | - | 64,130 | - |
| Estimated Total | \$ 36,047 | \$ 44,574 | \$ 72,094 | \$ 89,148 |

Solid Waste Collection

The Solid Waste Division of Public Services is responsible for the collection and disposal of garbage, trash, and refuse within the City. Residences and some businesses are provided one roll-out garbage cart collection per week and one trash collection per week. Garbage and trash are disposed of at a landfill at a charge determined by the City at the beginning of each fiscal year. In addition to roll-out collection, the City also provides commercial service to the downtown business area, front end commercial service, residential curbside recycling collections, and cardboard collections for the downtown business district and outlying business areas. Front end commercial service, residential curbside recycling collections, and cardboard collections are provided through a contractual agreement with Container Corporation of Carolina (CCC). The City acknowledges that it has a duty to provide solid waste collection to the annexed area on substantially the same basis and in the same manner as is provided in the existing City, and hereby commits to do so.

Below is a schedule of fees relating to solid waste collection. The City does not charge for residential garbage collection, only for tipping fees at a landfill and for recycling collection.

| <u>Purpose</u> | <u>Fee/Month</u> | <u>Per Unit</u> |
|--|------------------|-----------------|
| Landfill-residential | \$2.96 | Roll-out cart |
| Landfill-dumpster | \$5.05 | Cubic yard (cy) |
| Recycling | \$1.44 | Bin |
| Commercial collection fee | \$8.00 | Unit |
| Commercial container collection fee | \$10.00 | Month |

Approximately 9,300 households and 500 businesses are served by a crew of ten individuals within the Solid Waste Division. Of the ten employees, there are eight operators, one supervisor, and one manager. Six packer trucks cover sixteen routes.

In order to provide garbage and trash collection, recycling, and front end commercial service to the proposed annexation area on substantially the same basis and in the same manner as such services are provided within the rest of the City prior to annexation, the Solid Waste Division will create several new routes and renegotiate the City's contract with CCC. By providing this service, the City does not intend to hire any staff or acquire any new sanitation vehicles as a result of this annexation.

G.S. 160A-49.3 requires that if a solid waste firm has an average of fifty or more residential customers or a monthly average revenue from nonresidential customers of five hundred dollars (\$500.00) or more in the area proposed for annexation during the ninety day period prior to the adoption of the Resolution of Consideration or Resolution of Intent, and such services would be terminated as a result of the annexation, then the City shall make a good faith effort to provide, at least twenty days prior to the required public hearing, a copy of the Resolution of Intent to each solid waste firm providing service in the area. The solid waste firm can thereafter make a written request to enter into a contract with the City for a continuation of

service in the annexed area for up to two years after the effective date of the annexation. In lieu of such a contract, the solid waste firm can ask to be paid a sum equal to its economic loss suffered as a result of the annexation. The decision to enter into such a contract or pay monetary compensation shall be the choice of the City unless other arrangements satisfactory to the solid waste firm have been made. At least one private sanitation firm currently provides residential trash collection service in the proposed annexation area. Costs average \$15.00 per residence per month for this service. Additionally, there are at least three private sanitation firms providing commercial trash collection service in the proposed annexation area.

There are 374 single-family residential units in the proposed annexation area. At the time of this report, not enough information was available to determine if any of the solid waste firms providing service to these residences qualified for compensation. For cost purposes only, it is assumed that all such 374 residences use the service of a firm eligible to enter into a contract with the City or ask for monetary compensation. If the City receives a request to make monetary compensation, the General Statutes provide that the economic loss be computed at twelve times the average monthly revenue collected during the three months prior to the adoption of the Resolution of Intent or Resolution of Consideration. Accordingly, the maximum anticipated payout would total \$67,320 ($\$15.00 \times 12 \text{ months} \times 374$).

There will be other start-up costs associated with solid waste collection services that the City will incur as a result of this annexation. The City will need to purchase roll-out containers for each of the 374 single-family households and six locations (that currently use a total of eight roll-out containers.) With a unit cost of \$49, the total cost for this will be \$18,718. Similarly, the City will need to buy recycling bins for each of the 599 residences (374 single-family and 225 multi-family) in the annexation area. With a unit cost of \$9.15 per bin, the total cost of this will be \$5,481. Thus, total start up costs are estimated to be \$91,519 ($\$67,320 + \$18,718 + \$5,481$).

There are seven privately collected dumpsters at five different locations in the proposed annexation area. If the lots containing these dumpsters are annexed into the City, the City's policy calls for no more than one dumpster pick-up per week. There are three separate firms that currently provide such dumpster service in the area. Using the City's policy, no individual firm would suffer greater than a \$500 per month loss in revenue. Thus, no dumpster firm would be in a position to receive monetary compensation for loss in service.

The City will likely contract with the City's current service provider for the pick-up of these dumpsters. With an annual contract cost of \$600 per dumpster, the total annual cost for having service provided to these seven dumpsters is \$4,200. According to City officials, if the annexation occurs there will be an eighth business in the annexation area which would likely be using a dumpster (as opposed to roll-out containers) based on the estimated amount of waste volume that the business would generate. Service through this same contract will likely be provided, therefore increasing the contractual costs for the dumpsters to \$4,800 per year.

Salisbury's FY 2001-02 budget showed an allocation of \$39,620 for vehicle and equipment maintenance, gas and oil, and tires. Given that the mileage the City's solid waste vehicles will travel will increase by approximately 4.3% in the annexation area (i.e., the increase

in the length of public road mileage), such costs are also estimated to increase proportionately. Thus, vehicle and equipment costs should increase by \$1,704 per year. According to City officials, landfill tipping fee costs should increase by \$17,330 per year. The City will also need to pay for the recycling contract for each of the 599 single-family and multi-family households. With an annual cost of \$17.28 per household, the total cost for all 599 households is \$10,351. Total annual costs are therefore estimated to be \$34,185 (\$17,330 + \$1,704 + \$10,351 + \$4,800.) All annual costs for solid waste collection will be added and financed from current and anticipated General Fund revenues.

Estimated Costs of Solid Waste Collection

| | <u>Unit Cost</u> | <u>Start-up</u> | <u>Year 1</u> |
|------------------------------------|------------------|------------------|------------------|
| Roll-out containers | \$ 49.00 | \$ 18,718 | |
| Quantity | | 382 | |
| Recycling bins | \$ 9.15 | 5,481 | |
| Quantity | | 599 | |
| Dumpster contract-annual | \$ 600.00 | | 4,800 |
| Quantity | | | 8 |
| Recycling contract-annual | \$ 17.28 | | 10,351 |
| Quantity | | | 599 |
| Landfill | | | 17,330 |
| Payoff-private haulers-residential | \$ 15.00 | 67,320 | |
| Quantity | | 374 | |
| Additional vehicle costs | | | 1,704 |
| Total Expenditures | | \$ 91,519 | \$ 34,185 |

Street Rights-Of-Way and Vacant Lot Maintenance

The Landscape Operations Division of the Public Services Department has the responsibility of mowing along street rights-of-way and mowing City-owned vacant lots under Chapter 14 of the City Code.

The following equipment is available to provide service to the annexation area:

- 2000 John Deere 6410 tractor w/arm bush hog
- 1999 John Deere 5510 tractor w/bush hog (2)
- 1997 John Deere 6200 tractor w/bush hog & sickle
- 1991 John Deere 2155 w/bush hog & sickle
- 1987 John Deere 2150 tractor w/bucket
- 1983 Allis-Chalmers Tractor w/curb cutter
- 2000 John Deere 4300 tractor w/belly mower & bucket
- 2000 John Deere 4300 tractor w/belly mower
- 1991 John Deere 755 tractor w/bucket
- 1995 Ford F-800 aerial lift truck w/chipper body
- 1993 Ford F-700 flat bed dump truck
- 1989 Vermeer 1250 brush chipper (2)
- 1999 Vermeer 1250 brush chipper
- 1978 Vermeer 630-A stump cutter
- 1998 Vermeer SC502 stump grinder

1997 Grubb trailer
 1988 Bame BTS 32 trailer
 1996 Hudson 18' trailer
 1996 Scag SWZ-20CVE mower
 1996 Scag Mag-28KBD mower
 2000 Scag Turf Tiger 0-turn mower
 1999 John Deere F1145 4x4 mower (2)
 1996 John Deere F935 mower
 1997 Kut Kwick SSM3 slope mower

There will be an additional estimated \$400 annual cost for landscaping operations as a result of this annexation. No additional equipment is necessary to provide service levels equal to other areas now within the corporate limits. The following table shows the additional maintenance time that will be absorbed by the Landscape Operations Division. Any additional costs for street rights-of-way and vacant lot maintenance will be added and financed from current and anticipated General Fund revenues.

Estimated Time and Costs of Landscape Operations

| | |
|---|------------|
| Additional miles-roadway | 5.08 |
| Approximate acres | 3.5 |
| Additional hours-maintenance | 16 |
| Times per year | 6 |
| Total additional hours-maintenance | 96 |
| Additional Estimated Costs | |
| For equipment maintenance, gas, oil, etc. \$ | 400 |

Traffic Operations

Traffic Operations Division of Public Services maintains all traffic control devices. These include street name signs, traffic control signs, pavement markings, and traffic signals on City and State maintained road systems. The City does not maintain traffic control devices on private roads unless requested by the owners. The owners are then charged for the actual cost of time and materials. Start-up costs as a result of this annexation are estimated to be \$415; annual costs are estimated by City officials to be \$3,567. Any additional costs for traffic operations will be added and financed from current funds and anticipated General Fund revenues.

Estimated Costs of Traffic Operations

| | <u>Start-up</u> | <u>Year 1</u> |
|---|-----------------|-----------------|
| Additional sign maintenance | \$ - | \$ 842 |
| To bring signs up to standard | 415 | - |
| Additional pavement markings maintenance | - | 2,725 |
| To bring pavement markings up to standard | - | - |
| Estimated Total | \$ 415 | \$ 3,567 |

Street Maintenance

Residential street maintenance and construction, pursuant to present City policies, are accomplished by the City and financed by Powell Bill funds and through the City's General Fund. After annexation, property owners may obtain, through sufficient petition and Council authorization, paved streets with concrete curbs and gutters by paying the appropriate curb front footage costs. The remainder of the street construction costs would be paid from Powell Bill funds or the City's General Fund. Future street development not existing at the time of annexation would be subject to the policies of the City of Salisbury.

The Street Division of Public Services provides street maintenance for the City of Salisbury. The maintenance includes: grading, compacting road beds, roadside ditch maintenance, patching, base repair, crack sealing, and resurfacing on paved streets. Other services provided at a per unit charge to the property owner are curb and gutter, driveway aprons, and sidewalk installation within the City's right-of-way. The Street Division also provides routine street cleaning, weekly yard debris collection, seasonal loose leaf collection, storm water system maintenance, and snow and ice removal.

The City is adequately served at the present time by the Street Division which has 33 employees, 8 dump trucks, 1 tandem dump truck, 5 crew trucks, 2 flat-bed dumps, 3 street sweepers, 3 street flushers, 1 vac-con storm water jet truck, 2 hot asphalt patchers, 1 asphalt maintainer, 3 backhoes, 1 front-end loader, 2 track loader/dozers, 1 steel wheel roller, 1 rubber tire roller, 2 air compressors, 7 leaf machines, 2 arrow boards, 4 utility trailers, 3 salt/sand spreaders, 6 snow plows, 1 arrow board, and various other small engine equipment and tools.

The annexation will affect all Street Division services. The Street Division will provide street maintenance to 5.08 miles of streets while 1.27 miles will remain with the North Carolina Department of Transportation in the annexation area. Streets that are currently State-maintained or have been constructed to State standards and would qualify for inclusion in the State system when development reaches appropriate levels have been identified as suitable for being taken over by the City as a result of this annexation. These streets will qualify for Powell Bill funds. In addition, the City will also be taking over the improved portions of Holly Avenue and Hannah Avenue. Both streets receive regular use, serve a reasonable density of residents, and have sufficient public right of way that they could be improved in the future to qualify for Powell Bill funding.

Below is a list of streets within the proposed statutory annexation area. The list identifies each street, the streets' mileage within the annexation area and the proposed maintenance responsibilities once annexation becomes effective.

| Name | Total | City Maintained Maintained | NCDOT Maintained |
|-----------------------|--------------------|-------------------------------|---------------------|
| Ashbrook Road | 3,049 | 3,049 | |
| Cedarwood Circle | 313 | 313 | |
| Cedarwood Drive | 891 | 891 | |
| Elmwood Drive | 1,175 | 1,175 | |
| Francis Street | 864 | 864 | |
| Hannah Avenue | 622 | 622 | |
| Holly Avenue | 1,610 | 735 | 874 |
| Hemlock Drive | 1,232 | 1,232 | |
| Larch Road | 1,558 | 1,558 | |
| Magnolia Circle | 368 | 368 | |
| Magnolia Drive | 495 | 495 | |
| Majolica Road | 2,673 | | 2,673 |
| Neita Drive | 946 | 946 | |
| Perryman Drive | 1,659 | 1,659 | |
| Post Oak Place | 556 | 556 | |
| Spruce Drive | 693 | 693 | |
| Statesville Boulevard | 3,163 | | 3,163 |
| Sycamore Road | 3,674 | 3,674 | |
| Tall Pine Circle | 656 | 656 | |
| Treetop Court | 426 | 426 | |
| White Oaks Drive | 1,923 | 1,923 | |
| Willow Road | 4,978 | 4,978 | |
| | 33,524 FEET | 26,810 FEET | 6,711 FEET |
| | 6.35 MILES | 5.08 MILES | 1.27 MILES |

All other existing streets that are not listed are private streets and they will remain private and therefore will be privately maintained as are existing private streets within the existing City limits. Powell Bill funds will compensate the City for the additional street maintenance cost for the streets shown above as being maintained by the City.

The City acknowledges that it has a duty to provide street maintenance to the annexed area on substantially the same basis and in the same manner as is provided in the existing City, and hereby commits to do so.

Estimated Costs of Street Maintenance

| | Annual/ Employee | 1 Additional Employee | |
|--------------------------------|---------------------|-----------------------|------------------|
| | | Start-up | Year 1 |
| **Total Salary/Fringes | \$ 31,219 | | \$ 31,219 |
| **Operations | | | |
| Street Maintenance: | | | |
| Powell Bill | | | 7,500 |
| Vehicle costs, tools, uniforms | | | 5,000 |
| **Total Operations | | | \$ 12,500 |
| **Capital Outlay | | | |
| Snow Removal Equipment | | \$ 10,000 | |
| **Total Capital Outlay | | \$ 10,000 | |
| Estimated Total | | \$ 10,000 | \$ 43,719 |

Street Lighting

The City will provide the same service relating to street lighting in the annexed area as it provides in the existing City limits. The City of Salisbury contracts with Duke Energy to operate and maintain lights along public streets. A visual survey indicates the annexation area currently has 23 Mercury Vapor lights and 5 High Pressure Sodium lights that qualify as public street lights. Upon annexation, the City will take over the monthly power bills for these lights at an expected cost to the City of about \$160 per month, or \$1,920 per year. The City will pay for this cost out using General Fund monies.

Residents along any publicly maintained street in the City limits may also petition the City to upgrade street lighting to current City standards (which are based on nationally recognized IES guidelines). The petition requires the signature of 2/3 of the property owners in the subject area. Petitions are processed in the order of submittal as funds permit.

Estimated Costs of Street Lighting

| | <u>Number</u> | <u>Year 1</u> |
|--------------------------------------|---------------|-----------------|
| To take over existing street lights: | | |
| Monthly cost - \$160 | 28 | \$ 1,920 |
| Estimated Total | | \$ 1,920 |

Storm Drainage

The City will provide the same service relating to storm drainage in the annexed area as it provides in the existing City limits. The City maintains storm drainage in City-maintained, public street rights of way. Maintenance is provided on an on-call basis. The City clears obstructions and replaces damaged pipes and basins. Beginning in 2003, the City will be required to comply with new NPDES storm water quality regulations.

The City does not necessarily improve undersized or eroded drainage systems, and the City does not maintain drainage on private property. However, the City provides grant funding for up to half of the expense of drainage improvements on private property. Grants are evaluated in accordance with policy guidelines and as funds permit. Storm drainage grant funding up to \$25,000 is considered each year in the General Fund.

Parks and Recreation

The Salisbury Parks and Recreation Department operates fifteen (15) park sites, three (3) recreation centers and one (1) civic center for public use. In addition to these sites, the department conducts recreation programs for the citizens of the City of Salisbury. Activities encompass arts and crafts, children's programs, sports, summer camps, fitness training, aerobics, adult sports, tennis, and special events throughout the year.

The current fee structure for parks and recreation services contains both a resident and non-resident fee. Immediately following annexation, all parks and recreation services will be available to the new City area at the lower resident fees. There are no anticipated increases in costs to the Parks and Recreation Department as a result of this annexation.

Zoning Enforcement

The population of Salisbury is currently 26,559. The city limits covers approximately 11,402 acres and the extraterritorial zoning jurisdiction (ETJ) contains an additional 10,264 acres. The proposed annexation area is included in the extraterritorial jurisdiction. The City has one (1) field enforcement officer to cover the entire zoning area. The enforcement area has been divided into ten (10) areas. The City patrols one (1) area each day, which means that it takes ten (10) working days to cover the entire jurisdiction area. Given that the entire annexation area lies within the City's current extraterritorial jurisdiction, there will be little, if any, effect on departmental operations or costs.

SECTION III. GENERAL FUND FINANCING PLAN FOR THE PROPOSED ANNEXATION AREA

The City of Salisbury plans to finance the extension of the above services to the proposed annexation area by appropriating fund balance this current fiscal year. For the subsequent fiscal years, the City plans on using additional tax revenues, charges, and reimbursements generated by the annexations as summarized in this section.

Below is a table showing the estimated General Fund revenues and expenditures.

Projected Impact of Proposed Annexation

| | |
|--|--------------------------|
| Estimated Additional Annual Revenues from Annexations: | |
| Property Tax @ 96.56% Collection Rate | \$ 316,135 |
| Local Option Sales Tax | 132,498 |
| Privilege License | 350 |
| Cablevision Revenue | 6,290 |
| Utilities Franchise Tax | 43,128 |
| Powell Bill | 43,290 |
| Charges for Services | 30,645 |
| Total Additional Annual Revenues | <u>\$ 572,336</u> |
| Estimated Additional Annual Expenditures from Annexations: | |
| Fire | \$ 13,925 |
| Police | 89,148 |
| Street Lighting | 1,920 |
| Public Services-Streets | 43,719 |
| Public Services-Solid Waste Management | 34,185 |
| Public Services-Landscape Operations | 400 |
| Public Services-Traffic Operations | 3,567 |
| Total Additional Annual Expenditures | <u>\$ 186,864</u> |
| Estimated Net Additional Annual Revenues | <u>\$ 385,472</u> |
| Other Estimated Start-up Costs: | |
| Police | \$ 72,094 |
| Solid Waste | 91,519 |
| Traffic Operations | 415 |
| Streets | 10,000 |
| General Fund Start-up Costs | \$ 174,028 |

ESTIMATED GENERAL FUND REVENUES

| | | | | |
|--|-------|----|------------|-------------------|
| Ad Valorem Taxes | | | | |
| Real Property | | \$ | 50,672,787 | |
| Vehicles-599 residences x 1.25 x \$5200 | | | 3,893,500 | |
| Total Assessed Valuation | | \$ | 54,566,287 | |
| Ad Valorem Taxes @ \$0.60/\$100 Assessed Valuation and 96.56% Collection Rate | | | | \$ 316,135 |
| Local Option Sales Tax | | | | \$ 132,498 |
| Privilege License | | | | \$ 350 |
| Cablevision Revenue-based on 50% of residences | | | | \$ 6,290 |
| Utilities Franchise Tax | | | | \$ 43,128 |
| Powell Bill Revenue | | | | |
| Per capita | 1,372 | \$ | 24.85 | \$ 34,094 |
| Per mile | 5.08 | \$ | 1,810.20 | 9,196 |
| Total Powell Bill Revenue | | | | \$ 43,290 |
| Solid Waste Fees | | | | |
| | | | Annual | |
| Landfill-family dwellings | 374 | \$ | 35.52 | \$ 13,284 |
| Landfill-commercial-per cubic yard | 58 | \$ | 60.60 | 3,515 |
| Landfill-commercial-per container | 8 | \$ | 66.36 | 531 |
| Waste Collection-commercial-per unit | 8 | \$ | 96.00 | 768 |
| Waste Collection-container | 6 | \$ | 120.00 | 720 |
| Recycling-all residential units | 599 | \$ | 17.28 | 10,351 |
| Total Solid Waste Fees | | | | \$ 29,169 |
| Reimbursement for Traffic Operations | | | | |
| NCDOT Sign maintenance reimbursement | | | | \$ 330 |
| NCDOT pavement marking reimbursement | | | | 1,146 |
| Total Reimbursement for Traffic Operations | | | | \$ 1,476 |
| TOTAL ESTIMATED ADDITIONAL REVENUES | | | | \$ 572,336 |

SECTION IV. WATER AND SEWER SERVICE

Pursuant to the requirements of G. S. 160A-47(3)b, the City of Salisbury will provide for extension of major trunk water mains and sewer outfall lines into the area proposed to be annexed where such water mains and sewer outfall lines do not now exist. Major trunk water mains shall be those designated as public necessity mains for fire protection and to provide a basic distribution grid from which street water mains or laterals can be extended. Sewer outfall lines shall be the necessary outfalls from which the street sewer mains or laterals of the sewage collection system can be extended. In addition, the City of Salisbury will install all street water and sewer mains to serve the entire annexation area.

Property owners in the annexation area will be able to secure public water and sewer service according to policies in effect in the City of Salisbury. The City will offer reduced fees for water and sewer connections under the “Go With the Flow” program. This program provides that fees for connecting to the City’s water and sewer system will be reduced by 75% for six months after notification that service is available. Additionally, grant funds are available to fund connection fees for qualifying low and moderate income homeowners.

For all new developments subsequent to annexation, any new water or sewer lines will be installed under written agreement between the developer and City Council in accordance with extension policies in place at that time.

In compliance with the provisions of G.S. 160A-47(1)b, maps bearing the seal of a professional engineer that show the present major trunk water mains and sewer interceptors and outfalls and the proposed extensions of such mains, outfalls and street mains have been prepared and are included in this report. (See Exhibits B and C)

The major trunk water mains and sewer outfalls have been designed to serve the existing and potential development of the area proposed for annexation. Sizes and location of major trunk water and sewer outfall lines may vary depending on the final engineering survey, plans, and construction.

For the annexation area, the City plans to install approximately 21,400 linear feet of water line, with an estimated cost of \$1,275,507. Sanitary sewer to be installed includes 32,000 linear feet of sewer line at an estimated cost of \$2,537,690. Since the City will issue revenue bonds for financing the construction, the City will incur approximately \$250,000 in issuance costs. Total estimated water and sewer start-up cost is \$ 4,063,197.

Pursuant to the requirements of G.S.160A-47(3)d, in FY02-03 the City plans to finance the extension of water and sewer service by an issuance of revenue bonds and to finance the continued operation of the service by revenues derived from sale of the service to users.

The City acknowledges that it has a duty to provide water and sewer service to the annexed area on substantially the same basis and in the same manner as is provided in the existing City, and hereby commits to do so.

Tentative Schedule For Utility Installations

1. June 30, 2003 - Proposed effective date of annexation
2. July 2003 -Complete design and submit applications for permits
3. August 2003 -Begin easement acquisition
4. January 2004 -Advertise for bids
5. February 2004 -Open bids
6. March 2004 -Award contracts
7. April 2004 -Begin construction
8. June 30, 2005 -Finish construction

Irrespective of the above schedule, all extensions of major trunk water mains and sewer outfall lines will be completed within two years of the effective date of annexation.

The following table shows a summary of the estimated Water and Sewer Fund revenues and expenditures. The City plans to provide service to the proposed annexation area with existing personnel and equipment.

Projected Water and Sewer Fund Impact of Proposed Annexation

| | | |
|---|--|---------------------|
| Estimated Year 1 Additional Revenues | | |
| Utility sales | 180 residences x 6 months x \$44/month | \$ 47,520 |
| Connection fees | 180 residences x \$593.75/connection | 106,875 |
| Total Estimated Year 1 Additional Revenues | | \$ 154,395 |
| Estimated Year 1 Additional Expenses | | |
| Debt service payments | | \$ 164,916 |
| Additional operational costs | | 1,000 |
| Total Estimated Year 1 Additional Expenses | | \$ 165,916 |
| Estimated Net Additional Year 1 Revenues | | \$ (11,521) |
| Other Estimated Start-up Costs | | |
| Installation of all water mains | | \$ 1,275,507 |
| Installation of all sewer mains | | 2,537,690 |
| Issuance costs for revenue bonds | | 250,000 |
| Total Other Estimated Start-up Costs | | \$ 4,063,197 |

ADDENDUM

Rural Fire Department Impact Statement

Fire Protection Definitions

Rural Fire Department [G.S. 160A-1]

A bona fide fire department which, as determined by the Commissioner of Insurance, is classified as not less than class "9" in accordance with rating methods, schedules, classifications, underwriting rules, by-laws or regulations effective or applied with respect to the establishment of rates or premiums used or charged pursuant to Article 12B [now Article 36] or Article 13C [now Article 40] of G.S. Chapter 58 and which operates fire apparatus and equipment of the value of five thousand dollars (\$5,000) or more. It does not include a municipal fire department.

Insurance District [G.S. 153A-233]

An area outside corporate limits with boundaries approved by the County Board of Commissioners for fire insurance grading purposes. An insurance district is not supported by either a referendum type fire tax [G.S. 69-25] or a special service district tax [G.S. 153A-301].

Rural Fire Protection District [G.S. 69-25.1]

An area outside corporate limits with boundaries designated by petition of 35% of the resident free-holders in which a fire tax not to exceed \$.15 per \$100 valuation has been authorized by the resident qualified voters within the district. The district may include adjoining territory within corporate limits if approved by the municipal and county governing bodies.

County Fire Protection Service District [G.S. 153A-301]

An area outside corporate limits with boundaries approved by the County Board of Commissioners in which a fire tax is levied without referendum for fire protection services. Such district or districts may include territory within corporate limits if approved by resolution of the municipal governing body.

The table which follows shows the relationship which insurance premiums bear to the insurance classification for two types of properties--homeowners coverage and the basis rate for non-sprinklered masonry mercantile properties.

THREE PART RURAL FIRE DEPARTMENT IMPACT STATEMENT
FRANKLIN TOWNSHIP FIRE DEPARTMENT

PART I - STATEMENT OF THE IMPACT OF THE ANNEXATION ON ANY RURAL FIRE DEPARTMENT PROVIDING SERVICE IN THE AREA TO BE ANNEXED

The following information is provided in order to satisfy the impact information requirements of G.S. 160A-47(4).

1. The Franklin Township Fire Department serves:
 _____ an insurance district [G.S. 153A-233]
 ☒ a rural fire protection district [G.S. 69-25.1]
 _____ a county fire protection service district [G.S. 153A-301]
2. The current FY fire tax levy (applicable only to a rural fire protection district or to a county fire protection service district) is two and one-half (2.5)cents per \$100 assessed valuation.
3. The current total assessed value of the Franklin Township fire district is _____
4. The current FY fire tax anticipated revenue is _____(applicable only to a rural fire protection district or to a county fire protection service district).
5. The reduction in the area of the fire district, expressed in terms of the percentage which the acreage to be annexed bears to the total acreage of the district, will be _____
6. The reduction in the population of the fire district, expressed in terms of the percentage which the population to be annexed bears to the total population of the district, will be _____%
7. The reduction in the revenue of the rural fire department providing service in the area to be annexed expressed in terms of dollars and the percentage which the reduction in dollars bears to the total annual revenue of the department for the fiscal year beginning as of _____ will be _____.
8. Capital Assets as of _____ are as follows:
9. Apparatus & Equipment - Original Cost \$ _____
 Capital Liabilities as of _____:
10. The Franklin Township rural fire department employs **NO** full-time personnel who have been employed full-time for not less than two years as follows:

| Name | Rank | Job | Date of Employment | Annual Salary as of (date) |
|------|------|-----|--------------------|----------------------------|
| N/A | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

11. The full-time employees(s) listed below will be terminated as a direct result of the City annexation.

NONE

**PART II - STATEMENT OF THE IMPACT OF THE ANNEXATION ON FIRE PROTECTION
IN THE AREA TO BE ANNEXED**

1. The area to be annexed may or may not be served by contract with the Franklin Township rural fire department for service.
2. The part of the area to be annexed nearest to the existing municipal boundaries is within 2.02 road miles of an existing municipal fire station. The furthest part of the area to be annexed is within 2.3 road miles of an existing municipal fire station.
3. The part of the area to be annexed nearest to the existing municipal boundaries is within 0.8 miles of Franklin Township Fire Department Station 56. The furthest part of the area to be annexed is within 2.2 miles of Franklin Township Fire Department Station 56.
4. 100% of the population of the area to be annexed is within 2.3 road miles of an existing municipal fire station.
5. 100% of the population of the area to be annexed is within 2.2 miles of Franklin Township Fire Department Station 56.
6. The average time delay in minutes between dispatch and "turnout" (apparatus departing the station) for the municipal fire department is 30 seconds or ½ minutes.
7. The average time delay in minutes between dispatch and "turnout" for the Franklin Township Fire Department Station 56 is _____.
8. Water supply in the area to be annexed will be provided by:
_____ Rural Fire Department Tanker(s)
_____ Rural Fire Department Pumper(s)
_____ Municipal Fire Department Pumper(s)
_____ Municipal Fire Department Tanker(s)
_____ Municipal Fire Hydrants
_____ Other Ladder Trucks
9. The average number of Franklin Township Fire Department personnel responding during the day (8:00 a.m. until 6:00 p.m.) is _____ and during the night (6:01 p.m. until 7:59 a.m.) is _____.
10. The average available municipal fire department personnel for response day and night is _____.
11. Franklin Township Fire Department apparatus available for response in the area to be annexed is: (to be completed by the VFD.)

12. City of Salisbury municipal fire department apparatus available for response in the area to be annexed is:

| Unit | Model/Year | Type | Capacity | | Other |
|-------------|-------------------|-------------|-----------------|-------------|----------------------------|
| | | | Pump | Tank | |
| E511 | 1996 | E-One | 1500 | 500 | Engine, 5", Deluge |
| L516 | 2000 | E-One | 1500 | 200 | 95' Ladder Quint |
| L517 | 1966 | ALaFr | --- | --- | 85' Ladder |
| U518 | --- | Kiddie | --- | --- | Hi-X Foam Unit, 37,500 gfm |
| U519 | 1978 | GMC | --- | --- | Command/Communication |
| S515 | 1993 | Ford/Resq | --- | --- | Rescue/Hazmat |
| E521 | 1962 | ALaFr | 1000 | 500 | Engine, 5", Deluge |
| E522 | 1988 | E-One | 1500 | 500 | Engine, 5", Deluge |
| T528 | 1988 | Grumm | 1000 | 2600 | Tanker, 5", Deluge |
| E531 | 1988 | E-One | 1500 | 500 | Engine, 5", Deluge |
| E533 | 1988 | E-One | 1500 | 500 | Engine, 5", Deluge |
| E504 | 1999 | E-One | 1500 | 500 | 75' Ladder Quint |
| C500 | 2000 | Ford | | | Chief |
| C501 | 2000 | Ford | | | Command/Battalion Chief |
| C503 | 1995 | Ford | | | Training Battalion Chief |
| U506 | 1987 | Ford | | | Training/Utility |
| U507 | 1991 | Ford | | | Logistics/Supply |
| U508 | 1995 | Ford Van | | | Inspections Van |
| C510 | 1991 | Ford | | | Assistant Chief |
| C520 | 1991 | Ford | | | Fire Marshal |
| | 1997 | Ford Van | | | Inspections |
| | 1997 | Ford Van | | | Inspections |

In summary, the City of Salisbury has available: 66 uniform Firefighters, five Engines, two Ladders, one Tanker, and five Special Service units.

PART III - STATEMENT OF THE IMPACT ON FIRE INSURANCE RATES IN THE AREA TO BE ANNEXED.

1. According to the Insurance Services Office of North Carolina, the current fire insurance classification of the Franklin Township fire district is Class 6 per the North Carolina Rating Bureau.
2. According to the Insurance Services Office of North Carolina, the current fire insurance classification of the City of Salisbury is Class 2 (1996).

The table which follows shows the relationship which insurance premiums bear to the insurance classification for two types of properties--homeowners coverage and the basis rate for non-sprinklered masonry mercantile properties.

INSURANCE RATES

HOMEOWNERS 3 (HO3) COVERAGE \$60,000 Coverage; \$250 Deductible

The following table shows annual premiums as currently filed with the Insurance Commissioner of North Carolina.

| | |
|---------------------------------|------------------------|
| | [Rating Territory: 40] |
| Franklin Township Fire District | City of Salisbury |
| Protection Class: 6 | Protection Class: 2 |

Annual Premium (to be completed)

| | | | |
|---------|-------|---------|-------|
| Masonry | Frame | Masonry | Frame |
|---------|-------|---------|-------|

COMMERCIAL NON-SPRINKLERED MASONRY MERCANTILE Basis Rate: Per \$ 100 Coverage (to be completed)